

OSLAM FIRST

Disorder—Marvelous Recovery—Quickly Recovers—Painful, but, he writes, "I thought good about it or it would not be that price. Its effect was marvelous. I had a disease all over my body; in two weeks I was a new man; not a blemish or a pimple on my body."

Poslam is now universally used for all skin disorders, because it actually bears out the claim made for it in stopping itching at once, healing quickly and restoring the skin to normal condition. Use poslam first in preference to anything less dependable for any form of eczema, acne, leather, salt rheum, piles, barbers' and all other forms of itch, and, as well, for clearing the skin of minor blemishes, such as pimples, rashes, red noses, inflamed skin, etc. Poslam is sold in two sizes (trial, 50 cents; regular, \$2) by all druggists, particularly "Fragles". For free sample write to the Emergency Laboratories, 32 West Twenty-fifth Street, New York City.

CONFER HERE ON MISSIONS

Three-Day Undernominal Meeting to Be Held Next Week.

A Leaders' Training Conference, a sequel to the Laymen's Missionary Movement, which met here last fall, will be held in the Y. M. C. A. building Thursday and Friday of next week, the object of the meeting being to study with the local missionary leaders the best plan of extending the missionary spirit in the churches. There will be present some men of national reputation, including J. Campbell White, Bishop Arthur S. Lloyd, and others. Pastors of churches, members of Sunday schools, young people's societies and others interested in similar work are invited to attend. All the meetings will be held in the Joseph Bryan Memorial Auditorium of the Y. M. C. A. building.

Following is the local executive committee: O. J. Sands, H. R. Pollard, R. M. Kent, Jr., John S. Haw, W. D. Duke, R. L. Simpson, Thomas Poin-dexter, George S. Crenshaw, Jacob Um-lauf, O. S. Morton, S. K. McKee and Wesley Sanders.

A mass meeting for men will be held in the Y. M. C. A. auditorium Sunday afternoon, October 30. Following is the program:

Thursday, October 27, 5 P. M., supper for all members of the conference. 7:30 to 10 P. M., General Topic—An adequate policy for the local church with reference to missionary finance. The mission committee, Charles A. Rowland. The only way to enlist the whole membership individually as systematic subscribers to missions, Professor J. T. Henderson. Why should a persistent effort be made to enlist the entire membership? Dr. C. F. Reed. The advantages of the weekly plan of missionary offerings.

Friday, October 28, 4 to 6 P. M., pastors' conference—Missions in the program of Christ, J. Campbell White. The pastor's place of leadership in missionary education, finance, prayer for missions and securing missionary recruits, Bishop Arthur S. Lloyd. The practical spiritual power of the world's appeal, Dr. R. J. Williamson.

Supper for all members of the conference, 5 P. M.

General topic—"Missionary Education." How can laymen become effective propagators of an adequate missionary policy? Professor J. Lewis Howe. A business man's mission study class in session, Rev. T. B. Ray, D. D. What missionary literature should be exploited, and how. The value and character of the monthly missionary meeting. Our immediate working policy in this community. A motive strong enough to hold us to the work, Rev. D. Clay Lilly, D. D.

CURSED AS DOCTOR SEWED

Henry Galtore Stabbed in His Own House, and All the Family Is Arrested. In what seems to have been a free-for-all fight, Henry Galtore, of 111 East Clay Street, was cut by an unknown person last night and painfully injured. The police raided the house and arrested the whole family and friends gathered there.

Galtore was sewed up by Dr. Harsh-barger, of the city ambulance corps, after some difficulty. It took two men to hold him down while the physician sewed up the wounds. During the operation the negro alternately cursed and prayed.

"CLASSY" MARINE GONE

Reported Absent Without Leave at Philadelphia. Philadelphia, October 18.—Closely following news from Portland, Ore., that a man who had enlisted in the army under the name of Epnes William Sargent, was wanted for desertion from Vancouver Barracks, the reputedly wealthy marine who enlisted at the Chicago recruiting station under that name, obtained a short leave of absence from the League Island Navy Yard Sunday, and disappeared last night was reported absent without leave.

Sargent created a sensation both at the recruiting station and the navy yard by his fashionable garb and apparent plentiful supply of money. He soon pointed out as an object of more interest than a newly arrived battle-ship by the other marines, who spoke with great pride of having a millionaire and a college graduate among them as an equal. After the news from Portland he wasn't so popular, and it was then that he got the leave of absence.

When Every Moment Counts Grape-Nuts

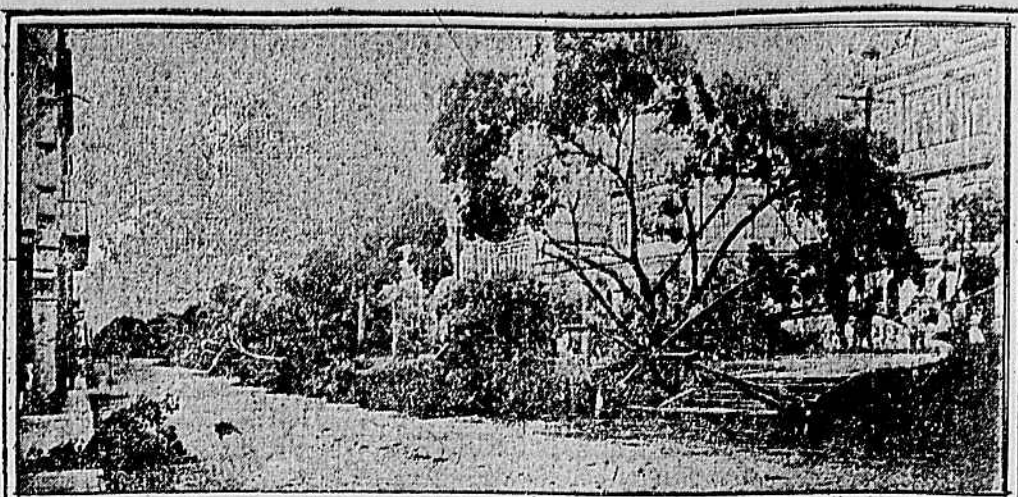
is a splendid food to have handy.

It is fully cooked, and can be served in an instant—and contains more and better nourishment than meat, bread or potatoes, for rebuilding brain and nerve centers.

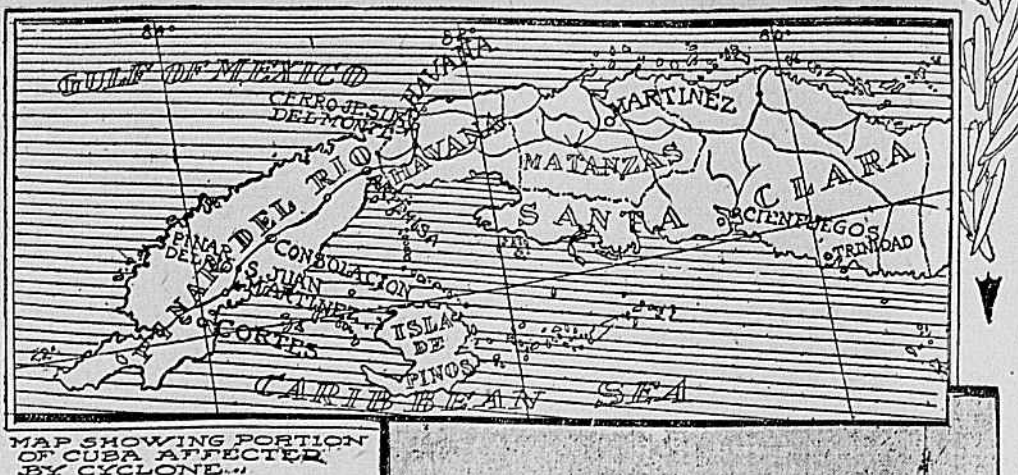
"There's a Reason."

Postum Cereal Company, Ltd., Battle Creek, Mich.

Scenes in Havana, Which Has Recently Been Visited by Great Storm, and Map Showing Portion of Cuba Affected by the Terrific Cyclone



THE PRADO AFTER THE LAST CYCLONE.



MAP SHOWING PORTION OF CUBA AFFECTED BY CYCLONE.

BELMONT ABBEY HIGHLY HONORED

Gets Distinction of Abbatia Nullius, Conferred by Pope Pius X.

Charlotte, N. C., October 18.—In the presence of distinguished company of Catholic prelates and clergy, Mr. Belmont, Abbatia Nullius, D. D., apostolic delegate, today published the mandate of Pope Pius X. and conferred upon Belmont Abbey the distinction of abbatia nullius, or cathedral abbey, the first of its kind in the Western Hemisphere. An audience that overflowed the beautiful abbey cathedral and swarmed about the extensive grounds witnessed the elaborate ceremonies marking the occasion.

The Benedictine monks were up for matins at 4 A. M., and bishops and clergy said masses until 8 o'clock. Shortly before 9 o'clock the procession of ecclesiastical dignitaries, followed by Bishop Haid and Mr. Belmont, formed in front of the monastery, and marched in solemn procession to the cathedral, where Mr. Belmont celebrated pontifical high mass. Then came the reading of the papal bull, erecting the Cathedral Abbey, and finally the papal benediction.

At 1 o'clock the distinguished clergy were guests at a sumptuous banquet in the monastery refectory, and this evening they were entertained at a dramatic performance by the students of St. Mary's College, connected with the abbey. Numerous costly and magnificent gifts, representing donors of the day, this being the silver jubilee of the abbey and its venerable abbot, Bishop Haid.

In addition to the apostolic delegate, among the dignitaries present were Bishop Corrigan, of Baltimore, representative of his eminence Cardinal Gibbons; Bishop Northrop, of Charleston, S. C.; Bishop Monaghan, of Wilmington, Del.; Bishop Kelley, of Savannah, Ga.; Bishop Van de Vyver, of Richmond; Bishop Kelley, of Florida; Bishop Mohr, of Florida; Bishop Bornemann, of Reading, Pa.; and several hundred priests from far and near.

made fast and were taken aboard. We had a strange greeting, for everybody aboard was impressed with the fact that something new had happened in this rescue of a crew of a dirigible balloon far at sea.

Queer Greetings. Officers, crew and passengers, most of them clad in queer, scant attire, which they had snatched and put on as they rushed for the deck at the sight of the America had been sighted, crowded around us and greeted us warmly.

Formal entry was made in the books of the pursuer of the event. Our names were put down on his list as the crew rescued from the airship America. We had come away from the America with only the clothing we wore, and that had been soaked while we were in the lifeboat. Clothing was quickly provided for us, and then we were provided for a great breakfast, which was needed. Everything possible was done for us.

When the lifeboat was hauled aboard the cat, mascot of the America, was liberated from the forward bulkhead, where it had been locked when we left the airship. It was glad to get aboard the big ship, although it did some scratching and biting when attempts were made to make friends. Lots of persons aboard took pictures, and the cat figured in many of them.

Throughout all the journey, which was now ended, the crew of the America had been loyal, brave, heroic. Relieved of the weight of the lifeboat and the crew, the damaged America rose high in the air, dragging the lifeboat after her. Driven by the wind she soon disappeared into the distance.

The loss of the airship was witnessed with regret by those who had journeyed in her. It was realized that she never could have been used again. Probably a larger and stronger air-craft can be built to carry out her task.

The heavy equilibrator, which retarded and dragged down the ship, interfered with the steering, was the fatal mistake of this campaign. The trial with the America, however, was well worth making. We covered 1,000 miles in her over rough seas.

I did not want the America saved, unless for further experiments. I am satisfied that the type will not do for crossing the ocean. The trouble lay in the equilibrator, which would not do what we had expected, and with it we could not keep our course. Everything else was all right, and even with the broken motor we could have gone ahead.

PICKED UP BY STEAMSHIP

Thrilling Story of Rescue of Wellman and Crew From the America. New York, October 18.—Man's first attempt to cross an ocean in an airship has failed, but Walter Wellman, five companions and a kitten, who essayed the voyage, are safe. The airship—the giant America—is a battered aerial detritus, abandoned at sea, perhaps still in the air, perhaps sunk beneath the waves, with her costly equipment. When deserted she had been in the air probably seventy-two hours, a new world's record for dirigibles, and driven by the wind has traveled doubtless 800 miles. Whether the distance record for dirigibles—770 miles—also will be broken, remains to be computed.

Picked up by the steamship Trent early this morning off the North Carolina coast, Wellman and his fellow-air navigators are due in New York at noon to-morrow. They left their craft because she was in distress, and blown so far from the lane of the Atlantic steamer travel that continuing on his voyage with the British Isles as the objective point was hopeless.

So, summoning aid by wireless, the difficult and dramatic transfer to the Trent was accomplished, and the America was left to the fate of the winds.

For an incident without parallel in history—the transfer of passengers from an airship to a steamship—men-agers were the details obtainable by wireless during the day. Wireless, at rendered more so by the tropical storm, which swept to the northward, but tonight wireless stations in the vicinity of New York picked up from the Trent a word here and a word there, amplifying on the earlier dispatches.

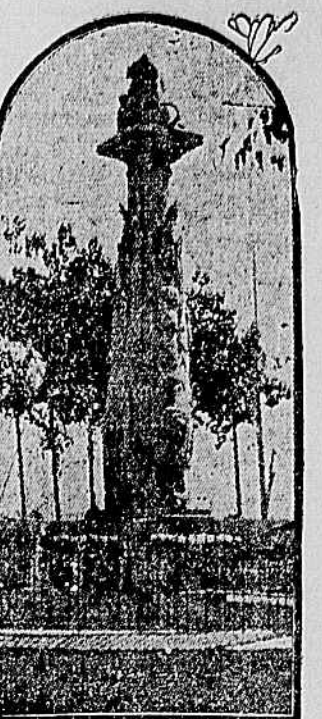
It was learned that Wellman had found it necessary to rig the airship of the burden of most of his gasoline, retaining only enough to reach land in the event the Trent had not come to the rescue. When the steamship heeded the calls of distress and drew near his aerial sister, Wellman shouted his predicament through a megaphone, and decided that he would lower his lifeboat, which swung from the dirigible's belly. As a precaution, the Trent lowered her lifeboat, which stood by until the transfer was effected, and Wellman and his companions, even down to the frightened squirming kitten, were safe on board the liner, surrounded by the excited passengers.

The rescue was accomplished at a time when two continents awaited breathless the fate of the dirigible and her crew.

Having been spoken by wireless, presumably in the vicinity of Nantuxet at 12:45 P. M. on Sunday, it was a surprise when news came that the Trent, homeward bound from Bermuda, in a longitude and latitude nearly 400 miles southward and only 250 miles northwest of Bermuda. Thrilling must have been the experiences of the America's commander and crew, as they were thus swept out of their course.

Captain Down, of the Trent, flashed first news of the rescue in a message to the New York Times, which with the Chicago Record-Herald and the London Daily Telegraph, contributed \$25,000 for the purpose of the expedition. Captain Down also advised Sanderson & Son, New York agents for the Royal Mail Steamship Packet Line. Subsequently more details came in the dispatch to the Associated Press.

Further wireless message reaching New York to-night say that one of the America's motors had broken, which made more serious the predicament created when all the gasoline that could be spared was cast into the sea.



SCENE IN FRONT OF CUSTOMS HOUSE, HAVANA.

capacity of 23,550 pounds. The envelope alone weighed two tons. There were three gasoline engines aboard, two of them from eight to ninety horsepower for the propellers, and the smaller for the operation of a donkey engine. Taken as a whole, the craft was practically the same in which Wellman made his two starts for the North Pole, in 1907 and 1909, respectively. Neither of these attempts were successful. Both were made in Spitzbergen, one of a group of islands in the Arctic Ocean, between Franz Josef Land and Greenland.

FIRST STORY OF RESCUE

Wireless Message From Steamer Trent To The Associated Press.

On Board Steamer Trent, October 18 (By United Wireless to New York).—The crew of the airship America in abandoning their craft, lowered themselves into the life boat, which swung beneath it. They then cast the life boat off and were afloat on the sea. The airship, relieved of the weight of the life boat, sped up high into the air, and was rapidly blown away. The transfer of the Wellman party from the life boat to the Trent was effected with much difficulty.

At 4:30 A. M. to-day the steamer Trent sighted the airship America, and wireless communication was immediately established. Irwin, the operator on the airship, informed Ginsburg, the operator on the Trent, that the airship America's crew wished to abandon the balloon. Wireless communication was kept up from this time on between the airship and the steamer.

Daylight was rapidly approaching, and the Trent was requested to follow the America, which was then drifting at the rate of twelve miles an hour. After a council held on the airship it was decided that the only means of rescue was the life boat. But this was such a hazardous undertaking that the time elapsed before the life boat was lowered was considerable. The lowering of the airship, consisting of tanks of gasoline and wooden blocks, threatened to capsize the life boat as it was dropped from the balloon into the water.

This danger was at last overcome, and the operation was carried out with success. In the operation the traller struck Wireless Operator Jack Irwin and Louis Loud, the engineer, and also knocked a small hole in the side of the life boat.

The airship immediately on being released of its weight of the life boat shot skyward as the boat shot downward.

A moderate sea was running at the time, and after some slight difficulty the crew was taken on board, together with the life boat, at 7:30 A. M.

All the members of the crew are well after a thrilling experience. Wireless telegraphy has distinguished itself by showing the great assistance in accomplishing the work of rescue.

The Morse lamp-signaling also took a great part in the communication between Jack Irwin and officers of the steamer Trent, which gave the signals leading to the rescue.

The crew was picked up in latitude 35.43 north, longitude 62.18 west, where the America was abandoned.

Wellman said that the airship had been blown far out of her course, so that it was inadvisable to proceed.

The foregoing is the first story of the thrilling rescue, and was sent by wireless direct from the steamer Trent to the Associated Press.

TIFT HAD ORDERED AID

President Had Taken Up Matter of Rescue With Navy Department.

Washington, D. C., October 18.—News of the rescue of the crew of the dirigible balloon America reach Washington about the time the Navy Department and the revenue cutter service, at the instance of President Taft, were preparing to search for the Wellman party. The text of the President's telegram to the Treasury Department was as follows:

SNOWDRIFT HOGLESS LARD

is always U. S. Inspected and Passed. It is unsurpassed in healthfulness, and should never be passed by when you want BEST shortening results.

1-3 LESS EXPENSE 1-3 MORE VALUE

Snowdrift Hogless Lard is made from choice lard stearine and the famous Wesson Snowdrift Oil, refined by a process exclusively known to Southern Cotton Oil Co. Therefore, this is the only United States Inspected shortening you can buy, which is composed of these pure and healthful properties. Always call for the original GENUINE SNOWDRIFT. Snowdrift Lard is the Standard American Shortening. If your favorite dealer cannot supply you, send us your name, and we will forward you interesting matter, and arrange with him to serve you to your best interests in future.

Made by THE SOUTHERN COTTON OIL CO., New York Savannah New Orleans Chicago



SNOWDRIFT ALWAYS

U. S. INSPECTED AND PASSED UNDER THE ACT OF CONGRESS JUNE 30TH 1906 ESTABLISHMENT NO. 2541

not realize his ambition to land on European shores.

MRS. WELLMAN GRIEVED

Says Failure Will Be Great Disappointment to Men of the America. Atlantic City, N. J., October 18.—My greatest sorrow is over the terrible disappointment that it will be to my husband and the men of the America over their failure to reach Europe. It was one of the declarations of Mrs. Walter Wellman, wife of the head of the America expedition, this afternoon after discussing the rescue of her husband.

"We are safe and well, Wellman," this message was received by Mrs. Wellman, who was with her daughters and Mrs. Vaniman, wife of the chief engineer of the airship.

After expressing her sorrow at the failure of the enterprise Mrs. Wellman continued:

"We must be proud of the men who risked their lives aboard the America, but I know that Mr. Wellman has always considered the venture as a scientific experiment."

Mrs. Wellman, her daughters and Mrs. Vaniman left for New York this evening.

Atlantic City was swept with a wave of excitement to-day when the first message telling of the rescue of the crew of the America was flashed over the wires. Business in many places was dropped, and the telegraph wires were besieged with queries for more information.

FIERCE HURRICANE SWEEPS UP COAST

(Continued From First Page.)

practically all of the island was submerged. The handsome new summer hotel, that is in the course of construction, is in the sea, and the railroad track is under water in places. Water is covering the island from the sea, and the inlet in the rear as well, and great damage is certain. The government reservation and the parade

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ground are covered with three feet of the ocean, which has risen above the sea walls. The wind at Savannah is increasing, and the barometer continues to fall.

Brunswick Partly Inundated.

Savannah, Ga., October 18.—A telephone message from Brunswick states that passengers on the Atlantic, Birmingham and Atlanta train, which passed through there early to-night, reported that Brunswick, Ga., was in the grasp of the most severe storm in its history. The water was backing up into the city from the bay, and the streets were under water. Hurricane winds were being experienced.

A communication from the outside world was cut off. Many people were fleeing on the trains in terror, expecting great loss of life and property.

Streets Will Be Flooded. St. Augustine, Fla., October 18.—At low tide, the water is breaking over the seawall here to-night, and high tide will flood many of the streets of the city. The power plants are out of commission, and the city is in darkness. All stores are closed, with water running into the lower floors of many of them. Damage to property is expected to be heavy. The wind is blowing at fifty miles an hour from the east-northeast.

No Damage in Charleston. Charleston, S. C., October 18.—The Clyde liner Comanche, which arrived from Jacksonville this morning two hours behind schedule time, having experienced very rough weather, sailed again this afternoon for New York.

The local weather office does not look for a serious blow at Charleston to-night. No damage has been recorded in Charleston so far.

Pawn Shop Robbed. (Special to The Times-Dispatch.) Salisbury, N. C., October 18.—Unknown thieves entered the pawn shop of William Urbansky, in Salisbury, last night by breaking out the plate glass front of a number of pistols and other goods were stolen, and the robbers escaped. This was the second time the same window has been broken out this year.



MRS. JULIA WARD HOWE, woman writer and author of "The Battle Hymn of the Republic," who died Monday at her summer home, Middletown, R. I.

FREE SAMPLE CURED OLD PERSON'S BOWEL TROUBLE

One of the most remarkable proofs of the unusual laxative merit of Dr. Caldwell's Syrup Pepsin is that it is effective not only in people in the prime of life, but at the extremes of age. As many letters are received from mothers regarding the cures of children, as from men and women of sixty, seventy and eighty years of age, it must be truly a wonderful laxative.

In the cure of constipation and bowel trouble in old people it has no equal. It corrects the constipation, dispels the headache, biliousness, gas, drowsiness after eating, etc. People advancing in years should use it to that their bowels move freely, and they do not take Dr. Caldwell's Syrup Pepsin. You can prolong your life by nearly always action. Clinging bowels invite disease. Women about to pass the menstrual period cannot do better than use Syrup Pepsin several times a week until the system has settled to its future condition.

Among the strongest supporters of Dr. Caldwell's Syrup Pepsin are Mr. W. G. Zorn, of New Decatur, Ala., and Mr. George S. Spaulding, of the National Soldiers' Home, Kansas, both elderly men. The regular size bottles cost, and will be pleased to give the reader any advice on the subject free of charge. All are welcome to write him, or to send for the medical advice or the free sample address him Dr. W. B. Caldwell, 541 Caldwell Building, Monticello, Ill.

Apollinaris
"THE QUEEN OF TABLE WATERS."
Was Awarded The
GRAND PRIX
(THE HIGHEST AWARD)
Brussels Exposition 1910.